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CENTRAL INTELLIGENCE AGENCY

REPORT NO. 

## INFORMATION REPORT

CD NO.

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COUNTRY USSR (Georgia and Azerbaïdzhân)

DATE DISTR. 2 Nov. 1950

SUBJECT 1. Samtredia-Tbilisi-Baku Rail Line  
2. Railroad Equipment

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PLACE 25X1A

ACQUIRED DATE OF  
INFO.

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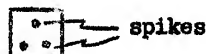
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(LISTED BELOW)SUPPLEMENT TO 25X1X  
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1. The standard rail used by the Georgian railroads is 12.5 meters long. The old Type B had a weight of 42 kg. During the electrification of several Georgian rail lines, Type B was replaced with a 50 kg rail called Type A. Fifty-kilogram rails are being or have been replaced by 60 kg rails in the following sections:
  - a. Zestafoni-Khashuri (Mikhailovo) (called pervy uchastok - first section): replaced.
  - b. Zestafoni-Samtredia (tretiy uchastok - third section): in the process of being replaced in 1950.
  - c. Tbilisi-Samtredia (vtoroy i tretiy uchastok - second and third sections): in the process of being replaced in 1950.\*

Cross-section of the old Type B rail:



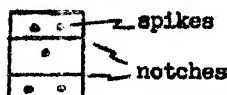
Old type rail clasp which holds rail to tie:



Cross-section of the new type rail:



New type rail clasp:



Previously there were 18 ties to a rail; now 22 ties are used to a rail.

2. The Suramski Pereval (Pass) between Zestafoni and Khashuri is strongly guarded by MVD troops. All bridges are under guard and the track is patrolled.
3. The bridge of the greatest strategic importance is near the railroad station of Poili (41-12N, 45-27E).

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4. A warning system called svetoforizatsiya (sic) is in existence along the Samtredia-Tbilisi-Baku rail line. This system signals the "nerve centers" along the line when the track has been tampered with or requires repair.
5. The only double-track line is between Baku and Akstafa (41-04N, 45-27E). The rest is single-track with sidings (razyezd) at certain stations along the route.

Comment: The distinction which source intended to make here is not clear, inasmuch as the Tbilisi-Samtredia section would include the Zestafoni-Khashuri and Zestafoni-Samtredia sections.

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